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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV FRIDAY, AUGUST 20, 1943 No. 49

WE HAVE WON OUR WAR IN THE AIR

THE Luftwaffe is knocked out. We, in the air, have won our war. In fact, we won it one year ago. The German armies have learned to fight without air support, and in spite of the fact that we shall have increasing air superiority until the end of the war, it might be advisable if we do the same. ¶ We, in the Mediterranean, have two months of perfect weather and we have another two ahead. We shall always do all we can to help the Allied armies, but they must not lean on us too much. ¶ There are certain areas, such as the English Channel and Russia, where the Germans are putting up a semblance of a fight in the air, but their wastage in machines is terrific, while the pilots are steadily losing their fighting spirit. ¶ I do not think there is any fighting capacity left in the Italians, because we have knocked them so hard. We shall go on doing that. ¶ The next two months will present ideal conditions for a number of tricks

AIR MARSHAL SIR ARTHUR CONINGHAM, *Officer Commanding the Tactical Air Force on August 16, from an advanced Allied Base in Sicily*

CONTENTS

	PAGE
Running Commentary	3
The Quebec Conference	4
This Week—In Retrospect	5
So Much for So Many (Madras War Services Exhibition)	6
"Text for Co-operators"	7
Britain's Reciprocal Aid to U.S.	8
Britain's Light Coastal Forces	8
Saga of Fourth Indian Division: No formation within Armies of British Empire has fought more battles	9
Germany's Revised Defence Scheme	11
R.I.N. Ship in Action off Sicily: Helps protect convoy from air attack	12
Allied Technique of Victory	12
After Dunkirk—What Britain has done: The Army and Air Force	13
Sternest Pages of a People's History	15
Aircraft *Vs.* U-Boat	16
Chin Levy Braves Bombs and Escapes	16
The Setting Sun: Jap Naval Losses	16
Fascist Hallucinations	17
Awards for Heroism	18
War Diary	19

FOURTH ANNIVERSARY OF WAR

HIS EXCELLENCY THE GOVERNOR TO BROADCAST

His Excellency has agreed to broadcast either in person or by means of a recording at 7-45 p.m. on September 3, on the occasion of the Fourth Anniversary of the War.

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10 O'CLOCK TUNE-TIME

On Wednesday brought you Half-an-hour of MUSIC, MELODY and SONG—

Jack's "Come to the Fair" and Sheila's "Sand in My Shoes" must have delighted you—

And then those Musical Quizzes! Weren't they great fun?

Tune in every Wednesday night to Madras or Trichinopoly for the Forces Programme

◆ ◆ ◆ ◆ ◆

RELIEF TO MAROONED TROOPS

A flashing light, seen from the footplate of an express train speeding across wild country in India, was the first act in an unusual drama of British troops marooned by monsoon floods.

The troops, members of a Welsh Regiment, had set out by road. When they began their journey the sun was shining. They cursed the dust which rose in choking clouds.

Then the monsoon broke. For days the rain poured down. The dust quickly became a sea of mud, into which their vehicles sank axle-deep. Further movement was impossible.

Food was running short when the troops struggled to a single track railway built through the jungle. There were no signs of a station, but the troops were undismayed. They sat down to wait for a train.

Darkness had fallen when they saw the lights of an express. An Army Signaller flashed an S.O.S. The signal was seen by the driver, and the train halted.

The troops explained their predicament, and the guard promised to report it at the nearest station. The troops returned to their bogged transport, to wait with what patience hungry men can command.

Sure enough the railway came to the rescue. The next express stopped at the spot, and hot meals for the soldiers were handed down.

This went on for five days, each train halting in the jungle with fresh rations, until the ground was sufficiently hard for the column to continue on its way.

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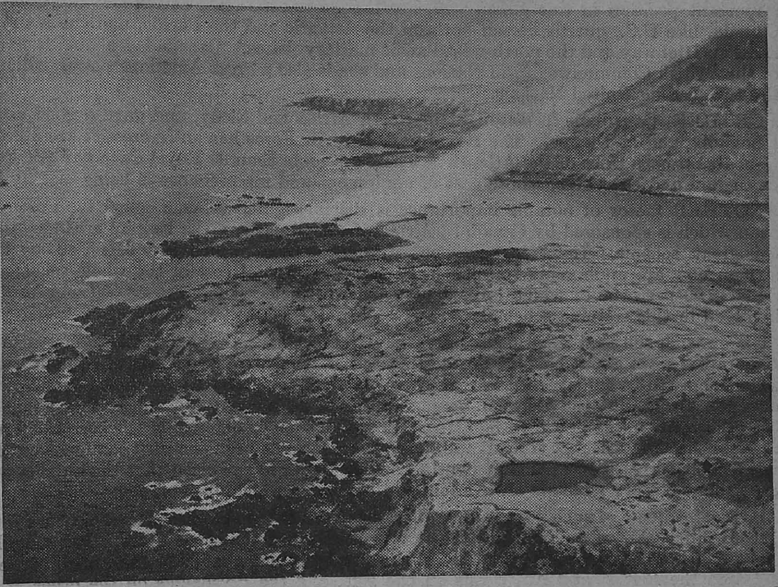


WHERE DEFEATED JAPANESE MADE LAST STAND.—This aerial photograph shows fires started by United States Air and Ground forces in bombarding the tiny island of Kinnaw off Chicago Harbour, Attu Island, where the defeated Japanese made their last stand. Note the shell and bomb-pocked hill in the foreground.

RUNNING COMMENTARY

First Lord on Far Eastern Aggressor—Fall of Munda and its Importance

Speaking at Southampton on Sunday (August 15), Mr. A. V. ALEXANDER, the First Lord of the Admiralty, said, "One Dictator has been toppled over in Italy, but the Huns have been fighting a hard rearguard battle, both in the north-eastern Sicily and on the Eastern Front." He added: "Even when the collapse of the Axis Forces in Europe is finally secured and the lights go up here, we must remember that the war effort must go on until the other aggressor in the Far East is finally defeated." Certain happenings in the Far East are indications that the war is definitely going against the Japanese. The fall of Munda, an important air base of the enemy in New Georgia Island, is one such indication. Munda, it may be recalled, suffered unprecedented aerial bombardment in the Pacific at the hands of the Allies, along with three other key points in the Jap supply line, namely, Kahili, Vila and Bairoko. These points were attacked by Allied aircraft which went out in formations of 50, 100, 150 and 250 at a time. But so far as the Japanese were concerned, they were not able to send more than 30 or 40 aircraft into the air simultaneously and their highest number of sorties in a single raid was on Rendova, and it was no more than 75.

The capture of the Munda airfield, which was built by the Japanese as soon as they were driven away from the Henderson airfield, represents only one stage of the present offensive. The next objective will be to secure the Vila airfield on Kolombangara Island, 12 miles away, across the Kula Gulf. If Vila and Munda are both in Allied hands, they would be in a position to carry on a Pacific aerial bombardment against Kahili, Buin and Kieta with a view to preparing the ground for the amphibious operations against Bougainville, 150 miles north-west of New Georgia and 250 miles north-east of Woodlark Island, which was occupied by the Allies on June 30.

Will the Japanese send battleships into the Solomons in the hope of regaining sea control and preventing Allied moves? This is not likely because the Japanese seem to be now outnumbered and outclassed in the air. It may be stated that, in November last year, two of the enemy battleships were sunk by air attack in the Solomons. Since then, no enemy battleships have been seen in that area. This absence is likely to be prolonged still further if the Allies make good use of the Munda airfield, as they certainly will.

* * * * *

Same Process as in Guadalcanal—Allied Superiority in the Air

It is of interest to note that the capture of the Munda airfield was achieved by the same process as that of Guadalcanal. When they lost the Henderson air field, the Japanese constructed a new one, 180 miles away, on the north-western tip of New Georgia known as Munda point.

(Continued on page 10)

THE QUEBEC CONFERENCE

PRESIDENT Roosevelt has arrived in Quebec to take part in what may well turn out to be perhaps the most important Allied military conference of the war. In addition to high military officials of Britain, United States Officers directly responsible for planning major Allied operations are attending the conference which is, in the words of an official spokesman, "one of the greatest gatherings of military experts." Great events are imminent, and plans for the invasion of the Italian mainland are reported to be so complete that what is required is only a flash of last-minute instructions to General Eisenhower's Headquarters. Captain Gordon Hutchins, one of the representatives at the Allied conference, declared that a knock-out blow in Europe was one of the major objectives of the discussions.

IT is most appropriate that this conference between Premier Churchill and President Roosevelt, which is the sixth of its kind, and the third this year, should take place in Quebec. It is a tribute to Canada—her strategic important position in this global war, her unique international status and her great record of war effort. Canada, like U.S., guards herself both on the Atlantic and the Pacific, and she is in close proximity to the Alaskan Highway and the north-west Pacific military bases. Canada has a dual function. She is a member of the British Commonwealth of Nations and she is also a great American power. She is thus a link between the two leading United Nations.

FURTHER, Canadians have fought in North Africa and Sicily, and gave a good account of themselves at Hongkong and at Dieppe. The Royal Canadian Air Force has an impressive record in its battle against the U-boats on both sides of the Atlantic. There are more than 30 Royal Canadian Air Force Squadrons serving in Britain and elsewhere, whose cost of equipment and maintenance is being met by Canada.

ANOTHER factor of notable importance is the far-sighted scheme called the Commonwealth Air Training Plan which is sponsored by Canada. Airmen from all parts of the Empire are being trained in Canada under this great scheme. India is also one of the countries which are benefited by it. Batches of Indian airmen now are undergoing training in Canada. The total cost of the whole scheme is about 1,500 million dollars, 50 per cent of which is paid by Canada herself. There are 83,000 members and 10,000 air planes involved in this training scheme.

IT is on such soil that the Allied conference is taking place. Whenever these meetings took place in the past Axis radios went about harping on the theme that there were differences of opinion between the Allies which were sought to be smoothened out at these conferences. The same theme is followed by Berlin on this occasion also. But the German home broadcasts do not say anything either about the meeting or about the differences of opinion. In fact, the very fact of such conference in Quebec is bad news for Germany. As regards the broadcasts to foreign countries, there has not been so much comment on the Churchill-Roosevelt meeting as formerly. This is evidently because Berlin has realized that the outside world is getting tired of the same old story which is always followed by events which disprove it.

THE main theme of such comment as there has been is the absence of Marshal Stalin, which was stated to be due to differences of opinion between Soviet Russia and the other Allies. But a Berlin broadcast to Brazil eight days ago (August 12) gave the show away by saying that "in spite of continued reports of dissension between the British and Americans on one side, and the Bolsheviks on the other, it has become clear that Moscow, London and Washington are only spreading these reports for subversive reasons, and the Jews in the three capitals are perfectly well agreed on their common aims." By "Jews" Berlin, of course, means the foes of the Axis. It is well known that the absence of Marshal Stalin at the Quebec conference is due to the fact that he is personally planning out, at each stage, the operations on the Russian front and so could not leave Russia. "Marshal Stalin," said James Ferguson in a B.B.C. broadcast last week (August 13), "can stay where he is and get on with his job, and you and we can do the same. That's just what worries Berlin." Stalin is, however, in contact with what is being planned, through the British and American Ambassadors. *Reuter* reports that "the utmost importance is attached in Washington to the alignment of British, American and Soviet war plans."

OPINION in Berlin is viewing the whole conference and its background of Allied successes with seriousness and gravity. The German paper **Berliner Boersenzeitung** is quoted by the German radio on August 11 as saying, "that the war has reached a stage when the Anglo-Americans have no alternative but to act and try to force a decision." That is exactly what they are planning to do at the Quebec conference.

IT may be stated that the rapid pace of the Allied advance in the West has outstripped the sober and comprehensive schedule chalked out at the earlier Washington conference. A few features of this rapid pace are worth our attention. In the first place, the summer offensive in Russia saw Stalin completely turning the tables on Hitler. The German advance in the Kursk salient with the strategic intention of menacing the entire Russian line was completely foiled, and what is worse, the Germans in Kharkov are now in greater peril than were the Russians in Kursk! Secondly, the sudden collapse of the Germans in Tunisia, the clearing of the Mediterranean by the capture of Italian island outposts, and the successful landings in Sicily– have all happened much earlier than even the Allies expected. Thirdly, the Battle of the Atlantic has been going on in favour of the Allies, and the success of the war against U-boats has been acknowledged by Heinrich Schlich, a spokesman of the German U-boat Headquarters. He said on August 4, "the enemy's defence in the Atlantic has got the better of us." The fourth point of importance in the spectacular progress of the Allies is their air superiority. Enemy broadcasts are now speaking of regaining **their** air superiority.

ALL these factors are having their own effect on the far-flung battle-fronts of the Allies. The battle for Sicily has been concluded. The battles for the Solomons and New Guinea are going on with increasing success. "It must be a major pre-occupation of the Quebec conference," says the **London Times** in an editorial on Tuesday, "so to plan the future of the war against Japan that the simultaneous efforts exerted against the enemy by China on the one hand, and by the United States and the British Empire on the other, may be fused into a united and still more fully co-ordinated strategy." There is no doubt that the problem of increasing supplies for the Far Eastern battle zone is one of the main items on the agenda of the Quebec conference, and it may be expected that major events of a far-reaching character will soon begin on a vaster scale than ever before, not only in Europe, but also in the Far East.

THIS WEEK—IN RETROSPECT!

By "CHRONICLER"

This week in August 1940, the Battle of Britain raged with increasing tempo until at last on the 15th the German Air Force sustained the heaviest of all losses till then incurred. On that day more than 1,000 German aircraft were engaged, of which six hundred were bombers. The attacks were directed mainly against aerodromes in the south-east of England, besides a number of British harbours. Not less than 180 enemy machines were destroyed on this day, while Britain lost to the tune of thirty-four. This was the most shattering defeat ever suffered by the German Air Force, and was probably responsible for the postponement of the invasion plan against Britain for about a month. On August 16 seventy-five German aircraft, and on August 18 one hundred and fifty-two were destroyed. On the latter occasion six hundred enemy machines came over to British coasts in three massed raids, and a twenty-five per cent loss of the raiders was the highest sustained in any attacks upon Britain. But the German game was a big one and the stakes were high. The *Luftwaffe* was feeling its way towards London.

FIRST SUMMER CAMPAIGN IN RUSSIA

By this week in 1941, the Russian theatre had been a few weeks old and the first summer campaign of the Germans in Russia had been in full swing. Hitler was making an all-out effort to force a decision before the winter set in, while the Russians, resiling first under the weight of the German thrust, were gradually steadying their front, but had hardly developed their defensive strategy and tactics. The Germans continued their thrust towards Leningrad and Marshal Voroshilov had safely withdrawn his army in the Leningrad sector. He had also issued an appeal to the people on August 20 exhorting them to defend the city to the last man. In the south Marshal Buddeny had fallen back to the Dnieper, and the great dam across this river at Dnepropetrovsk had been blown up by the Russians themselves, lest it should fall into the hands of the Germans. The German High Command had, by the August 19, claimed to have occupied the entire region west of the Dnieper.

By this week in 1941, the Allied Front was not what it was in 1940. Great Britain and the Soviet Union were now fighting side by side against a common enemy, and the United States was supporting this common fight, though in the words of President Roosevelt on August 16, the United States was not any the closer towards directly entering the conflict. It was, however, a matter of relief that one of the greatest political victories of the war had been achieved by the Pact signed in Moscow by the representatives of the Governments of Great Britain and the Soviet Union on the 13th July 1941, mutually undertaking to render support of all kinds to each other in the prosecution of the war, and neither to negotiate nor to conclude an armistice or treaty of peace except by mutual agreement, and now on the 17th August 1941 an Anglo-Soviet Trade Agreement had also been signed at Moscow for the mutual supply of munitions and other commodities.

CAPITULATION OF FRANCE

This week in 1941 saw further developments in the complete destruction of Republican France. A new decree of the Vichy government on August 16 ordered every citizen of France to take the oath of allegiance to Marshal Petain and not to France. This, however, had its immediate reaction. Broadcasting from Beirut, General de Gaulle, replying to Marshal Petain, said that Free France would fight for revenge, greatness and freedom. On the same day a "T for Traitor" campaign was inaugurated by the Free French broadcasters in order to enable the people of France to deal severely with Quislings and time-servers who were, unfortunately for France, a good lot. These men had already begun their game for bringing about the collapse of France which was not so much due to the weight of the German thrust as to the failure of the French General Staff to withdraw their troops from Belgium when Leopold, the King of the Belgians, surrendered to the Germans, and to throw them into a battle before Amiens where the Germans, almost unopposed, were permitted to dent the French lines and to create the fateful bulge. That is why what General Weygand would call the Battle of France Mr. Churchill was referring to as the battle of the bulge. The result of this conscious, calculated failure was France capitulated, and the *entente cordiale* between France and Britain which had lasted for thirty-six years was definitely dead.

"These Quislings, these guilty men of France, their name is legion," says Cecil F. Melville, "these, however, are of two different kinds, the consciously guilty who deliberately engineered the capitulation of 1940; and the unconsciously guilty who, by their weaknesses during the years before the war, paved the way for the final catastrophe. The unconsciously guilty once were tried and sentenced as the scapegoats of the former, while the consciously guilty are now in charge of the show at Vichy."

Daladier was the first and foremost among the unconsciously guilty. There were of course many others. But the high office of the Premier he occupied in France at a time when Hitler was preparing step by step for the final outrage upon the peace and security of Europe gave him opportunities which very few else possessed of setting his foot down strongly and nipping the evil in the bud. Not only did he not do this, but he also allowed corrupt elements to breed even on the French soil. The weakness of his administration was such as to give a free hand to Hitler in the extension of his aggressive campaigns against his neighbours. When in 1938 Hitler marched towards Austria there was virtually no French Government in Paris, but only one of a series of interminable political crises. Hitler chose this moment, when France had not a government to frame a policy of any kind, to carry through the annexation of Austria. It is important to recall this, because the annexation of Austria made possible the dismemberment and occupation of Czechoslovakia, and that in turn made possible the attack on Poland, the immediate event which started the present war.

Among the consciously guilty must be listed first and foremost the name of M. Bonnet, the history of whose tenure of the French Ministry of Foreign Affairs is the history of France's suicide as a great power. The most prominent name in this list, however, is that of M. Laval, the French Quisling. Laval is the archplace hunter in the Vichy regime. He is principally the most dangerous man from the British point of view. He is the Axis Super-Quisling and wields the real power at Vichy. He is an old enemy of Britain and one of the most detestable and consciously guilty men of France, not excluding even Bonnet. He is the blackest element in French politics who played with the freedom of France for the sake of power. More about them again.

THE CLIMAX OF THE WAR

By this week in 1942 all the various theatres of the war had attained their full development. There was the Western theatre in which the German target of attack was mainly Britain. Secondly there was the Atlantic theatre which witnessed the full fury of the German attempt to blockade Britain by U-boat warfare. Thirdly, there was the Russian theatre where the second summer campaign of the German army was in progress. Fourthly there was the North African and the Mediterranean theatre where Hitler and his 'Utensil' Mussolini sought to sustain an Italian Empire carved out of ill-gotten territories, and to control the Mediterranean; and fifthly there was the Far Eastern theatre where, with lightning rapidity, Japan pounced upon a number of territories belonging to Britain, America, and the Dutch East Indies. What might be regarded as the climax of aggression of the Axis powers had been reached by this time, and the course of events that followed have indicated that the aggressive elements have been on the wane from this week.

The most important event of this week was Mr. Churchill's visit to Moscow where he met M. Stalin on the 18th August. This meeting was another important step in the close friendship that has been created between Britain and Soviet Russia, a friendship the value of which in war time we are witnessing every day in the staggering blows which Germany is now receiving, and is therefore incalculable, while in peace-time, it is sure to be unprecedented in the history of the world. A second great event of the week was the appointment on 19th August of General Alexander as the Commander-in-Chief of the Middle East in succession to General Auchinleck. This was the beginning of the final phase of the Allied campaign in North Africa, which ended with the Axis collapse in Tunis. Just before the campaign started the Allied armies had an encouraging visit on the 20th August from the British Premier on his way to Moscow. On the same day a record contingent of the American Expeditionary force arrived in Egypt.

On the Russian front a new German thrust started on August 16 aimed at the lower reaches of the Volga, and actually made some progress in the Nazi drive towards Stalingrad. In the southern sector the Red Army withdrew from Maikop after destroying the oldfields on the 18th August, while the Nazis succeeded in crossing the Kuban river. On the 19th a fierce fighting developed south of Voronezh, on the west bank of the Don, and on the 20th the Russians evacuated Krasnodar.

Madras War Services Exhibition

SO MUCH FOR SO MANY

Spectators inspecting a General Lee tank at the War Services Exhibition.

Never before in the history of entertainment has so much been offered to so many for—exactly nothing at all! The War Services Exhibition—the fifth of the series of which is due to be opened in Madras by His Excellency the Governor on Friday, August the 27th—is crammed with good things, things for which most people would travel miles and pay fancy prices to see, yet there is no admission fee!

Below are catalogued a few of the hundred and one items of interest at the Madras War Services Exhibition :—

(1) Combined Services operations—the first public demonstration yet in India. Thrills, education-entertainment, *plus*!

(2) Aerobatics and bombing displays by mass formations of aircraft.

(3) Tank battles and gun duels. Libya, Tunisia, Sicily—re-enacted before your very eyes!

(4) Captured equipment. This comprises the Exhibition's famous "Desert Scene". Tanks and guns captured by Wavell. A sight to thrill any heart.

(5) Barrage Balloons—good, old "silver sausages"! They've helped a lot in wresting air supremacy from the Hun.

(6) A Blenheim bomber, hero of over sixty raids over Burma. And do those scars prove it ?

(7) The "Bengal" gun. Remember "Bengal"? Tiny Indian minesweeper which sank a Japanese raider ten times its size.

(8) The complete reconstruction of the forepart of an Indian warship.

(9) A large workshop demonstrating the work and progress of the Technical Training Scheme. Many of the architects of India's future will owe their knowledge to this scheme.

(10) A model town illustrating future planning. And does India need planning!

(11) A farm in aid of the Grow More Food campaign. No cause could be worthier.

(12) A large auditorium built by the National War Front where entertainments will be staged daily.

This is just a round dozen, but there are dozens more. Special morning shows (9-30 to 11) will be held for school and college students; the normal evening shows will be from 4 to 8. Two military bands will be in attendance daily. All this for nothing; believe it or not!

UNITED STATES ARMY HELICOPTER.—A new United States Army helicopter takes off vertically from in front of the United States Capitol in Washington in a demonstration marking the 25th anniversary of the first air mail flight in the United States. The craft was developed by Igor Sikorsky, Russian-born American aircraft designer. Its chief advantage is that it can take off and land vertically at low speed, making it possible to operate in territory unsuitable for air-planes or land vehicles. Among its uses are carrying messages, stringing telephone lines, reconnaissance and rescue work. Helicopters are being used also by the United States Navy for patrol work with convoys. Because of the craft's stability news photographers are able to get under it for close-ups.

"TEXT FOR CO-OPERATORS"

By Rao Bahadur J. C. Ryan

I had a visitor the other day. "We have been spared the horrors of war," he said; "our country has been spared an invasion till now. But the problem of living in the midst of this war is most trying. We cannot get rice; we cannot have fuel; we cannot have sugar and we may not have many other things very soon." A member of the Triplicane Urban Co-operative Society, who happened to be present on the occasion, pulled up the spirits of this complaining visitor: "Come to our T.U.C.S." he said; "come to our Head office; or come to any of our 64 branches and you can have what you want. Our members who had joined the society with a view to satisfy their own common needs have realized that, in this war, the common cause of the country is more important than the common need of the members of the society. They have thrown open its portals to non-members, and, with the financial aid of Government, added to the liberal quotas of food-supply given to them, they are providing the requirements of the general consumers. Do call there tomorrow," he said, and rose patting the visitor on the back. The visitor held him by the hand and demanded: "But, pray, what price do you charge? Is it one measure of rice per rupee?" "No," said the member of the T.U.C.S., "that is in the black-market! In our stores, you get it at the controlled price—2-3/8 measures a rupee. We, co-operators are out for service, not for profit. We do not believe in getting on at others' expense. We believe in helping ourselves and in helping others. We believe in this principle, not only in the City but everywhere in the Province. Co-operative Stores, to-day, have increased in hundreds. There are over 950 of them now in the Province and all of them believe in the common cause. In war, we should keep the population contented. Their morale should be high. So, some of our co-operative stores situated in 34 strategic towns have undertaken to build up stocks which will come handy in the event of any emergency, should it arise. They do not hoard these stocks. They rotate them frequently, so that they may not deteriorate in quality and may be available in good condition when they are needed. You are not a co-operator" he said, "you may become one some day. But, whether you do or not, co-operative stores will always help you in the common cause for which co-operators and others are all arrayed together now. Ours is a united front; it is the National War Front, on the economic side, at home."

CO-OPERATIVE SOCIETIES' CONTRIBUTION

"That is grand!" said the visitor. Meanwhile, the co-operator warmed up. "The home-front is not our only front, you know!" he said; "We assist in the fighting line, too. We help to clothe the men out there who are facing fire and powder! We have 220 hand-loom weavers' societies in this Province which supply these defenders of our country with clothes, dusters, bandage cloth and such other textile goods. We have sent them till now 20 lakhs of yards of cloth, 10,000 towels, 20,000 handkerchiefs and 75,000 dusters." The visitor gazed in amazement. The co-operator grew more eloquent. "This is not all," he continued. "We have a Provincial Marketing Society at Madras. It has collected from co-operative institutions and other producing centres ghee to the value of over 6½ lakhs of rupees and sent it to the military authorities. Government, indeed, have paid for all these consignments to the front; but our institutions have helped the Government to build up that money too. Co-operative societies have given liberally to His Excellency the Governor's War Fund from savings put into what we call the common-good-fund. Donations given in this way make up a handsome figure of over 60 thousand rupees. But, much larger amounts have been invested by them in Defence Savings Bonds and Certificates. Our co-operative banks have invested over 85 lakhs of rupees in Defence loans which represents nearly one-sixth of the total investments in Defence loans in the whole Province. We made these donations and we made these investments to help the fighting lines with the necessary equipment to win the war and save the common cause." The enthusiasm of the co-operator evoked response from the visitor. "I have a deposit maturing in the Central Co-operative Bank next week;" he said. "Can I contribute something out of it to the Defence loans?" he asked. "Most certainly" said the co-operator, "tell the Bank itself to invest the amount in Defence loans in your name. It will give you at once a receipt from the Deputy Registrar of Co-operative Societies for the amount paid in, and, in about a week, it will deliver to you the required Defence Loan Bond."

POTATO MARKETING SOCIETY

At this juncture, another co-operator from Coimbatore joined us. Gathering the gist of what we were talking about, he asked us if we had informed our visitor of what the Potato Marketing Society on the Nilgiris was doing for potato cultivation. Over 4 lakhs of rupees worth of manure have been supplied to potato growers on the Nilgiris by the co-operative societies, and, potatoes are being raised with the help of this manure to supply both the military and civilian requirements. "This," he said, "was due to the help of the special staff given by Government to the society to help potato cultivation. There are many societies down in the plains, in my district and elsewhere, which have financed the cultivation of food-crops in an extensive manner. Food-grains, fruits, vegetables, all kinds of food-crops are being financed in the country-side by rural co-operative credit societies on a large scale," he said. "How does that help the common cause?" inquired the visitor. "Why, all this helps to grow more food, the lack of which you were complaining about," explained the co-operator from the T.U.C.S.

"So, in towns and in the country-side, you, co-operators, are helping the common cause," observed the visitor in appreciation. "So, we are" said both the co-operators together. "Wherever we may be, town or village, we all subscribe to that principle: 'Each for All, and All for Each!' In the midst of War, we say, producer and consumer live for each other and all of us live for the common cause, which is to win the war. Let us win it with greater faith in our creed."

—*A recent talk broadcast from A.I.R., Madras.*

BRITAIN'S RECIPROCAL AID TO U.S.

FROM the day a U.S. soldier embarks from a U.S. port, British equipment and services buttress his progress into camp, through battle school, and into battle. He sails probably in a British ship. In Britain, he lives on camps and airfields put up at record speed with British labour and materials, or on stations from which British units were removed so that the base with full equipment, down to the last bulb and blanket, could be turned over to the Americans.

This is Lend-Lease in reverse—Reciprocal Aid which Britain has been giving America since her great armies began moving about the world.

HUNDREDS OF SPITFIRES

The Eagle Squadron's station and its full complement of Spitfires transferred to U.S. Army Air Force command when the pilots said goodbye to the Royal Air Force last November. Hundreds of Spitfires have been lend-leased to the Americans this side of the Atlantic, and 13,000 bicycles —vital equipment for air crews operating from Britain's highly dispersed airfields. Aircraft pouring across from U.S. factories or returned from operations for repair, are reassembled and overhauled at a vast depot comprising repair shops, storage space, hangars and an airfield, long since machine-tooled up and running smoothly on similar work for the Royal Air Force but now America's under Reciprocal Aid. The Ministry of Aircraft Production has put millions of feet of floor space at the disposal of the U.S. Forces, and the War Office is providing 20,000,000 feet of storage space.

SAVING SHIPPING SPACE

To save hundreds of thousands of tons of shipping space the Americans' military hospital system in Britain has been built up on Reciprocal Aid which provides fully furnished premises, with dispensaries stocked with drugs and medicaments specified by U.S. army medical authorities, and operating theatres equipped with the most up-to-date surgical and X-ray apparatus. Construction and adaptation of hospital buildings alone cost £15,000,000.

All heat and light consumed by the United States forces in Britain is chalked up to Reciprocal Aid. Their basic rations, such as, frozen and canned meat and fish, come from the United States, but Britain's larder is well enough stocked to save convoy after convoy for munitions by providing all fresh vegetables, flour, bread, pickles, the doughboy's beloved coco-cola, and many other accessories, consumed in American messes here.

DEFENDING THEIR CITIES

Reciprocal aid is not confined to these islands. Six thousand barrage balloons, many anti-aircraft guns, and 12 complete shell-producing plants have been shipped to America during the past year. Millions of rations, millions of rounds of ammunitions, quantities of 25-pounder guns and half a million anti-tank mines and grenades were among War Office stores that went to North Africa with General Eisenhower's troops. Two-thirds of the warships and transports from which they made their original landing there were British.

The book-keeping of Reciprocal Aid is so scattered that no Whitehall or Washington official can guess the total bill to which the Treasury has so far written "Paid". In any case, dollars and pounds are no just measure. For the American spirit that initiated Lend-Lease in Britain's darkest hour, and for the blood and sweat and tears that brought her through to the day when she could reciprocate, there is no cash equivalent.

BRITAIN'S LIGHT COASTAL FORCES

By MARTIN CHISHOLM, *well-known British Naval Correspondent, who has been to sea with the Fleet*

THE operational "season" of Britain's Light Coastal Forces—the motor torpedo boats and motor gunboats—is now at its height. Since the early days of spring, announcements of engagements with Axis supply ships and their escorts, as well as with German E-boats, have been made with growing frequency.

To deliver their most deadly blows these incredibly fast little craft, descendants of the speedboats of peacetime, must make hay while the sun shines.

Being essentially weapons of surprise, relying on the stealthy approach before running in to deliver their blows, they are primarily night-operating vessels, using the cover of darkness to enable them to creep close to the enemy shore and his coastal convoy routes.

WAR CARRIED TO ENEMY'S DOORSTEP

At the same time, owing to their light construction and the smallness of their hulls, they are more suited to operations in moderate or calm seas than to the rougher conditions of winter. That is why the peak of their operational season is limited to a few short weeks in the spring and summer and again in the early autumn. The short hours of darkness during the summer months put a serious limitation on their scope. In winter, though they are seaworthy enough to live through practically any weather, sea conditions may draw much of the sting from their attack.

In the month which ended on April 8, the coastal forces of Britain and her allies had already been engaged in ten actions and had sunk ten enemy vessels, including five supply ships, for the loss of only one of their own craft. Since that time a large number of other actions has been announced, in one of which Lieutenant-Commander R. P. Hichons, D.S.O., D.S.C., R.N.V.R., perhaps the most famous of all the commanders of light craft, lost his life. These actions ranged over a wide area, from the Dover Strait to the Norwegian coast, from the shores of Holland to the Dogger Bank.

All of them show a very different picture from that prevailing earlier in the war. Then the chief function of the Light Coastal Craft was the protection of convoys moving along the Channel and East coasts of Britain from attack by enemy E-boats. One of the worst portions of the East Coast convoy route, for instance, became known as "E-boat alley." Now the war is being carried to the enemy's doorstep, creating plenty of "M.T.B. alleys" for the discomfort of German coastal shipping.

In this respect the parallel with developments in the air is striking. Moreover, the operation of the Light Coastal Forces provides an extremely good example of the essential unity of sea and air strategy. The major task of the little ships is to strike at inshore sea communications. Whenever Britain's fighters and fighter bombers shoot up continental railways, throwing the enemy's land communications out of gear, this tends to force a divertion of some essential war supplies to the sea. Here, once again they are liable in daylight to further air attacks, and, when darkness falls, the M.T.Bs. and M.G.Bs. are ready to take up their part in the harassing action. That the number of supply ships which they have sunk is not greater is due mainly to the comparative fewness of targets moving along the coasts within their range.

When the full story of the development of these craft and of their tactics can be told, it will provide a most interesting chapter in the story of the struggle for a balance of weapons which takes place in every war. In the early days it was largely a matter of finding a counter to the German E-boat. To-day the offensive boot, as I have said, is on the other foot.

The motor gunboat, for instance, had as its original purpose the shooting up of enemy motor torpedo boats, just as the forerunners of the destroyers of to-day were designed to counter the steam torpedo boats of a potential enemy. How developments, particularly in gun-powder, considerably influenced by the most recent methods adopted for gunners from the air, have given the M.G.Bs. such a volume of fire power and such an ability to get rapidly on to their targets that they have themselves become important components of the little ship striking force.

Side by side with technical advances there have been great improvements in tactics, worked out on the basis of the practical experience of the crews themselves. The best methods of delivering the torpedo attack itself in various conditions, the precise moment at which the M.T.Bs. may make their close approach, and similar matters, have all been considered, argued about and worked up to higher standards on the basis of operational experience. To-day Britain's tactics are far ahead of the German in these respects.

Light Coastal Forces are now operating not only in the waters around the British Isles but in every part of the world where the United Nations have suitable bases commanding narrow sea routes.

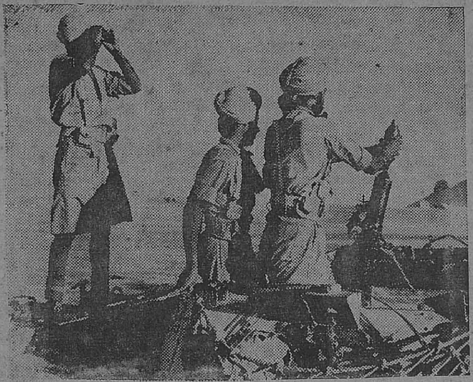
"HOSTILITIES ONLY" SEAMEN

Turning from the ships themselves and their tactics to their personnel, one finds that these light craft amount almost to an "amateur navy". They are officered almost entirely by "civies" who have put on the uniform of the Royal Naval Volunteer Reserve for the duration of the war. The crews, too, are practically all "hostilities only" seamen.

SAGA OF FOURTH INDIAN DIVISION

NO FORMATION WITHIN ARMIES OF BRITISH EMPIRE HAS FOUGHT MORE BATTLES

By MAJOR C. B. THORNE, M.C.



SEPOYS OF THE FOURTH INDIAN DIVISION IN THE WESTERN DESERT harassing the enemy with mortars from light armoured units.

OF all the epics of World War II, none is more inspiring than the account of the part played by the Fourth Indian Division in the battles of the Middle East. It portrays a story of heroism, a genuine comradeship, and mutual admiration of the British and Indians for each other regardless of colour, class, or creed. This inspiring example or unity of purpose was founded on a real knowledge of each other's qualities, not on academic theories. Those of us in Britain and India who know each other were not surprised, but the co-operation which made these exploits possible is a lesson to the world for all time.

No formation within the armies of the British Empire can claim during the present conflict to have taken part in more engagements than the Fourth Indian Division. Up to February 1943, it had suffered 15,000 casualties, capturing 100,000 prisoners. Furthermore, it was the first contingent of the Indian Army to go into battle. To fight a series of operations, to move rapidly from one theatre to another, to refit, and then become engaged again, and consistently to retain an exceptionally high standard of fighting efficiency are feats which cannot be performed without the most loyal co-operation of all concerned, nor can they be undertaken in the absence of determination coupled with a high standard of discipline.

JOINED WAVELL IN EGYPT

This division, which was made up of regiments in whose ranks were Punjabis, Muslims, Sikhs, Dogras, Jats, Pathans, Mahrattas, Garwhalis, Gurkhas and Rajputs, together with the First Royal Fusiliers, the Second Cameron Highlanders, and supported by British tanks, armoured cars and artillery, arrived in the Western Desert of Egypt in 1939. There it joined Field Marshal Wavell's small but highly trained army. On December 9, 1940, began the conquest of Cyrenaica. The British Forces were then deficient in aircraft. They were also outnumbered by the enemy, but despite these adverse factors a lightning success was achieved.

Moving forward, this Indian Division captured the Italian fortified camp of Nibeiwa, taking 200 prisoners together with guns, lorries, and 30 undamaged tanks. Its other elements seized enemy positions at Tummar East and Tummar West. Next day the Indians joined in the successful attack on Sidi Barrani where General Galini and another large batch of prisoners were captured.

On December 12, it was withdrawn from the Western Desert and sent hurriedly across Egypt to take part in the attack in Italian East Africa. Operations here began on January 19, 1941. Fighting through Kassala and Agordat to Keren, it broke down the defences of the supposedly impregnable Italian mountain fortress at a cost of 3,000 casualties. This was achieved only as the result of a most stern and gallant fight through the worst type of mountainous country. There were many determined counter-attacks by the enemy and some positions changed hands several times before they were finally overcome.

On the fall of Keren the Fourth Indian Division hurriedly returned to the Western Desert where it occupied positions on the Egyptian frontier in preparation for Rommel's threat. After only six weeks in Egypt, part of it was sent via the Sinai Peninsula, Palestine and Transjordania to the Syrian border. In June the Fifth Indian Brigade together with the Fighting French column struck northwards to Damascus. After heavy fighting at Kuneitra and Keswe, Messe was finally captured. This decided the fate of Damascus.

CAPTURE OF THE OMARS

Once again the division was reassembled in the Western Desert where it went into battle with General Auchinleck in his offensive which began on November 17, 1941. Crossing the line in the south, it attacked north behind the Axis frontier positions capturing the Omars, Sidi Omar, Nuovo, and Libyan Omar in quick succession, and pressing westwards to Sidi Rezegh, Tobruk, and Gazala, fighting hard all the way. It then took Derna, Cyrene, Berce, and was in Benghazi by Christmas day.

Rommel struck back at the end of January. The Indians were holding positions around Benghazi. The Seventh Indian Infantry Brigade was cut off and surrounded. Its Commander decided to break through, taking the enemy by surprise. Moving south and west—not east which was the natural direction—this Brigade then in three columns passed German tank formations unrecognized.

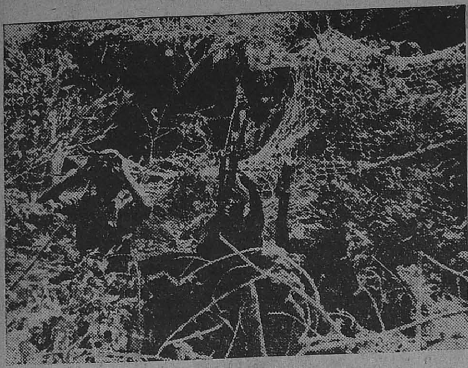
Enemy aircraft flew low firing a few bursts with their machineguns, but the Indians wisely held their fire. The hostile machines were puzzled and soon left. Later a petrol convoy was seized and the Indian Brigade refueled from it. After a passage of 200 miles through enemy-occupied territory, they ultimately rejoined the British forces bringing many prisoners with them. This first-class military achievement required not only courage and efficiency, but a restraint of the highest order.

MOTORISED LANCERS' BRILLIANT LEADERSHIP

It was during the retreat from Benghazi that Major Kumar Rajendrasinhji of the Second Royal Lancers, a nephew of the famous "Ranji," won the Distinguished Service Order. The Third Indian Motor Brigade has been surrounded while holding the wells at Makili; this they were doing in order to cover the retreat of our forces to Tobruk. To avoid surrender, the regiments of this brigade charged through the encircling enemy, Rajendrasinhji's regiment acting as rearguard. Whilst waiting it was overwhelmed by German tanks.

Rajendrasinhji's squadron, however, was not seriously involved. He led off westwards, but was faced with heavy fire from artillery and machineguns. His squadron then charged the enemy's lines, its trucks roaring at top speed

FOURTH INDIAN DIVISION—An Indian signals operator with Pack wireless set follows the infantry.



FOURTH INDIAN DIVISION IN ERITREA.—An A.A. post guarding an ammunition supply point in Eritrea.

through a hostile battery position. The crews threw up their hands, but nothing could be done. Hotly pursued, he moved towards the hills where he shook off the enemy.

There his men rested, and after discarding all unnecessary kit renewed their efforts to reach the British. The going was rough, several trucks had to be abandoned and the men from them doubled up into the remainder. Suddenly, a column of 15 Italian lorries was encountered. An attack was immediately staged, but 200 Italians poured out with their hands in the air. All the Germans who were with them were also captured, and one lorry made to join our column. The British lines were reached after 30 hours of continuous driving and fighting—a most gallantly-led exploit.

Although this instance is of operational interest, it is one of many examples on the part of British and Indian personnel of gallant leadership too numerous to mention here. There are other instances depicting still greater heroism, such as Subedar Richpal Ram of the 6th Rajputana Rifles, who was the second Indian to win the Victoria Cross in this war. Subedar Richpal Ram led two charges at Keren with exceptional gallantry. During the second of these, although mortally wounded, he continued to order his men forward, declaring that the objective must be taken.

The gallantry displayed by Indian troops is perhaps best illustrated by taking two regiments at random. During the operations in the Middle East, the 6th Rajputana Rifles were awarded 1 Distinguished Service Order, 4 Military Crosses, 7 Indian Orders of Merit and 9 Distinguished Service Medals; whilst the 5th Mahratta Light Infantry were awarded 1 bar to D.S.O., I.D.S.O., 4 M.Cs., 5 I.O.Ms., 2 D.S.Ms. This high standard of gallantry was manifest throughout the Fourth Indian Division.

PAUSE FOR RE-EQUIPMENT

Having fought its way throughout the withdrawal to Egypt, the Fourth Indian Division during May 1942 was re-equipping and re-training in that country. In mid-September it returned to the Western Desert front and joined the 30th Corps in the Northern Sector. The great battle of El Alamein began on October 23. The break-through—the beginning of the end of Rommel's Afrika Korps—took place on November 4. The Indians attacked on the Ruweisat ridge, and one of its patrols later occupied the Siwa Oasis. Hot on the pursuit of Rommel it reached the front south of the Mareth Line on March 15. Here it played a major role leading to the evacuation of that strongly held enemy position by forcing the Hallouf Pass on March 25 and clearing the country between Hallouf and Foum Tatahouine. Despite mountainous country, mines, and an obstinate enemy, the division cleared the area in 60 hours and occupied Toujane, Zelton and Matmata. This action influenced the turning of the Mareth position.

VON ARNIM'S CAPTORS

It must be admitted that even this brief outline of a long series of successful engagements, fought in the dusty wastes of the Western Desert, in the bush of Abyssinia, in the towering and rocky mountains of Eritrea, and in the green hills of Syria, portrays a magnificent performance for any division of any army. It is therefore a fitting reward that the Fourth Indian Division should have been transferred to the British First Army which was to share in the success of the final battle for Tunisia.

Better still, it was deserving that the German General Von Arnim should ultimately surrender to this magnificent fighting formation. It is impossible to conceive a more satisfactory ending to their North African battles.

RUNNING COMMENTARY.

(Continued from page 3)

They thought they could carry out heavy bombing raids on the newly-acquired American base, from this point. But they failed in their attempt, because they were outfought in the air. On the other hand, the Munda airfield itself began to suffer the fate which they wanted to inflict on the Henderson airfield.

The Japanese method of infiltration on the flank failed to retake the airfield. This was because American divebombers and motor torpedo boats made the waters round Guadalcanal too hot for Japanese transport-ships. After the establishment of local air superiority, larger Allied naval units were brought in, and the blockade of Guadalcanal was tightened. Ultimately the Japanese had no other go except to evacuate the island as their supply lines had been severed.

This was more or less what happened in the case of Munda. Here the Allies had the advantage of land-based air cover from Guadalcanal and an increase in the number of heavy bombers. Within a very few hours of the Allied landing on Rendova Island, there was a terrific naval bombardment of Munda from Rendova harbour, across the seven miles of sea. Thus there was speedier progress in the capture of this important vantage-point.

* * * * *

"Island—Hopping"—Two important factors. The two important factors essential for the success of the Allied strategy of "island-hopping" in the South-west Pacific are adequate air cover for the land forces and some measure of sea control in the waters surrounding the island to be attacked. The duration and outcome of the battle for each of these islands depend upon the extent of the strength of the Allies in regard to these two factors. Last year, the Solomons group was entirely in the hands of the Japanese and the Allied air bases were away at a considerable distance. Port Moresby, Queensland and the New Hebrides were about 850, 1,000, and 600 miles distant, respectively, from Guadalcanal. It was not possible to provide land-based fighter cover from such distant bases. Enemy warships were patrolling the Solomons area in some considerable strength.

It was evident that unless at least one air base was wrested from them, it would not be possible for the Allies to gain the necessary sea control. Risks had therefore to be run to gain a foothold and establish the required air base. A force of Allied cruisers was entrusted with the task of giving the necessary cover to landings by United States marines. They helped to keep away enemy ships, while a bridgehead was successfully secured. This was done under great sacrifice, as three of the American cruisers and one Australian cruiser were sunk by Japanese gun fire. It was a heavy sacrifice, but it was worth it.

THE DOG IS DEAD!

Hitler and Goebbels were making an incognito trip by car to discover at first-hand the true feelings of the German people. In a Bavarian village they ran over and killed a dog owned by the village innkeeper.

As this was a trip to build up loyalty, Hitler sent Goebbels to the inn to give the innkeeper a large sum of money as compensation. After a long wait, Goebbels came staggering towards him laden with parcels and bottles of wine.

"Gott in himmel!" cried the astonished Fuehrer. "Where did you get all that?"

"Mein Fuehrer," replied Goebbels, "I went into the inn and said, 'Heil Hitler! The dog is dead!' whereupon everyone in the house bought me a round, and loaded me up with all these gifts."

Post-War Planning in the Reich

GERMANY'S REVISED DEFENCE SCHEME

By Wing Commander L. V. FRASER

THE heavy bombers of the Royal Air Force and the United States of America's Air Force that desolated Hamburg with some 10,000 tons of high explosive in the recent almost unbroken ten days of attack did so in defiance of the most elaborate defensive system of the Reich. To protect this great port and the industrial centre of 1,700,000 people, the Germans rushed as many fighters as could be spared from other urgent duties. Hamburg was ringed and dotted with anti-aircraft guns of every description planted with unbelievable density. Yet bombers got through.

Defences of the most heavily bombed districts in Germany are constantly reinforced. Even for the 1,000-bomber raid on Cologne more than a year ago, there were 500 heavy and light guns and at least 150 searchlights round the city. The Ruhr then had a much larger number of all types of ground defence weapons than other parts of Germany. The state of weather, the length of the night and the fact that certain industrial areas in the same district have been attacked repeatedly in a short period gives the enemy some idea where the next month's raids are likely to fall.

The enemy has also heavy guns mounted on special railway wagons. These are rushed to areas under attack.

BELT OF SEARCHLIGHTS

At the time of early attacks on the Ruhr, Allied bombers striking in from the coast first met a belt of searchlights and flak arranged in groups of every five miles. Beyond that belt there were only scattered night fighters to be dealt with until searchlights and flak protecting targets were encountered. When night fighters went up, the flak ceased. To-day not only is every Junkers-88, which the Germans can spare being converted into night fighters (it was originally a bomber), but the fighters have to attack through their own shell fire.

More, the entire defence system from the coast has been completely altered. At the coastline, fighters rise to meet the incoming bombers. The inland belt of searchlights has been removed but the strategically situated pockets of searchlights and flak still remain—the whole way to the target. Overhead, fighters patrol. The chief difference, however, occurs over the target. In the Ruhr searchlights and guns were concentrated from all over the Reich. They used to be in groups. Now so many are clustered together that at times the whole sky over the Ruhr seems evenly illuminated.

R.I.N. SHIP IN ACTION OFF SICILY

HELPS PROTECT CONVOY FROM AIR ATTACK

ESCORTING large convoys of vessels carrying men and supplies from North African ports to Sicily, His Majesty's Indian ships continue to render good service in the Mediterranean, writes a Royal Indian Navy observer at sea in one of these warships.

Within the past few days one vessel of the Royal Indian Navy has been engaged in hunting Axis submarines in a danger area off Cyrenaica, while another R.I.N. ship has helped to ensure that an important convoy reached its destination safely. I was on board the second warship, and can vouch for the fact that not a single ship was lost or damaged during the voyage. So keen was the watch kept by the escorting warships that the enemy did not venture to attack, although throughout the voyage reports of activity by submarines continued to reach us and hostile aircraft are believed to have spotted the convoy.

On the night of our arrival at a Sicilian port the enemy staged an air raid by the light of the waning moon. His plan was to sink ships in the harbour, but the anti-aircraft guns of the British, the Indian and the Greek warships put up such an effective barrage that the planes dropped their bombs at random and failed to hit anything.

I was on the bridge at the time, and it was a most impressive sight to watch all the Naval ships firing every available high angle weapon, at the same time laying a smoke screen for the protection of the merchant ships within the harbour. The R.I.N. ship kept up a good rate of fire—she is particularly well armed with anti-aircraft guns—and in helping to repel these attacks her Indian gun crews fired salvoes totalling several hundred rounds from four o'clock until dawn broke. Acrid cordite fumes hung over the ship. Officers and men welcomed this opportunity of going into action, but the raiders kept at a respectful distance and indulged in high level bombing that brought them no results. Despite their anxiety to keep out of range, the barrage managed to bring down at least one of the hostile planes.

In addition to experiencing this raid, the convoy while at sea had several alarms heralding possible air and submarine attacks. During these periods our ship's company remained at "defence stations", which means that half the complement was constantly on watch while the other half rested, prepared however to dash off to action stations and man the guns. All apparatus for detecting the enemy was of course permanently manned, and the convoy enjoyed constant Royal Air Force protection overhead.

The R.I.N. ships' companies appreciate this chance of engaging the Axis forces and gaining valuable experience of modern sea warfare, and they hope that further opportunities of action will follow. At this time of year the Mediterranean offers ideal operational conditions, although at intervals storms suddenly arise. This happened during the first stage of the invasion of Sicily, when the convoy that H.M.I. ships helped to escort encountered very rough weather on the passage from Africa. Despite this, all the ships arrived at their disembarkation points according to schedule. Dawn on "zero day" found H.M.I. ships within a few miles of the Sicilian coast, watching troops land on the beaches and carrying out constant patrols while screening the convoy against possible attack.

Since then our ships have ranged far and wide, refuelling and victualling in the shortest possible time and then dashing off again to escort another convoy with men and supplies for the front line. Officers and men are in excellent fettle and seize every opportunity of taking physical exercise. For instance, during the latest spell of escort work, within an hour of the convoy's arrival off Sicily scores of men jumped into the sea and enjoyed a refreshing swim. That same night the ship gave a good account of herself in action against the enemy aircraft. The only cause for complaint is that no mails have come from India since our ships arrived on the Mediterranean station. Everyone is hoping that there will be letters in plenty for us when we return to our base.

ALLIED TECHNIQUE OF VICTORY

By LIEUTENANT GENERAL SIR DOUGLAS BROWNRIGG

THE recent bombing of Hamburg was the heaviest and the most concentrated air attack of the war. The second city of the Reich has to all intents and purposes ceased to exist as a great industrial town; and these effective and concentrated attacks from the air have come just at the moment when they will serve as the most useful reminder to the Italians of what will be the result of allowing their Government to continue temporising in the hope of gaining better terms. For the past many days Marshal Badoglio has struggled in the cleft stick of his dilemma and he cannot escape it. If he throws in his lot wholeheartedly with the Allies he is in effect handing over Northern Italy to the Germans together with Italy's most dense industrial region; if he keeps in step with Hitler, he exposes the towns of Southern Italy to risks already run by Hamburg, and the 1,000 miles of coastline on the Adriatic and the Mediterranean to invasion almost at any point.

Last week I suggested that the Germans could afford to send Badoglio sufficient help to be effective, but they would make their troops in Sicily act as their "rear party." There has not yet been any reliable evidence to show whether, where or in what strength the Germans are preparing positions from which to cover their departure from the Italian peninsula. But should they depart, they cannot leave it at that. If they come off one of the natural piers sticking out into the Mediterranean, they can hardly hope to stay securely on the other. Retreat from Southern Italy must, in my view, be followed by retreat from Greece and this in its turn would soon result in bombing of the Rumanian oilfields with ever-increasing frequency.

TRANSPORT PROBLEM

The oilfields of Rumania and the means of transporting that oil to the Reich constitute the Achilles heel in German strategy. Last winter this danger spot was threatened by the advance of the Russians in the upper Dniper; but the position was restored by the German capture of Kharkov and the opposing lines settled down to thaw with Ploesti out of Russia's reach. Now the security of these great oilfields and refineries has been rudely shattered by the American attack from the Middle East, and the general Mediterranean situation gives grounds for the hope that in the not-too-distant future Ploesti might share the fate of Hamburg.

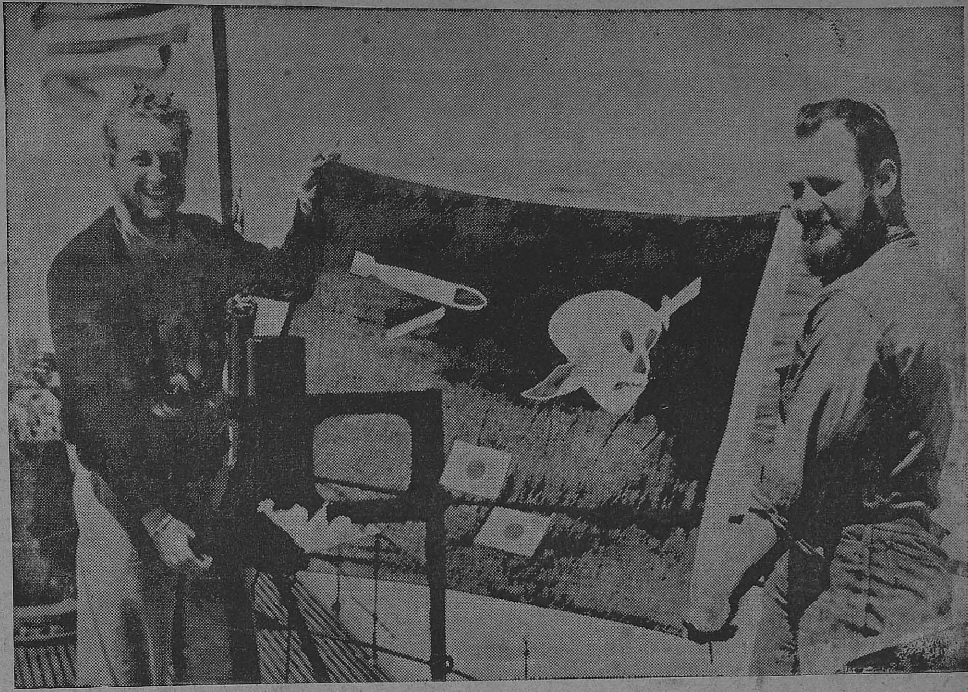
In the early days of wishful thinking, it was generally hoped that shortage of oil would impair very seriously Germany's war effort. So far this has not been apparent; but should the supplies of Ploesti fail, Germany would be driven back to live on synthetic production and accumulated capital. No doubt the fall of Malaya gave wishful thinkers in Germany the hope that shortage of rubber would be as effective in slowing down Britain's war effort as the British hoped that oil would bring the German war machine to a standstill. That does not seem to have happened either. These two examples show us that it is much wiser to rely only on destroying the enemy by defeat on the field of battle than on any fortuitous shortage of mineral necessities.

Such shortages play their part but they cannot of themselves produce decision. Wars are won by one side faltering in its will to win and this is nearly always brought about by military defeat or starvation.

ITALIANS DECISIVELY DEFEATED

Italian armies have been decisively defeated in Africa and are giving themselves up in thousands in Sicily, and the people of the country have lost the will to go on with the struggle. The same must happen to Germany before the war in Europe can cease. The impending downfall of Italy is not an occasion for any slackening of effort; in fact, it is an example of the only way by which the enemy forces can be overcome and permanent peace secured.

Hitler destroyed his enemies by the technique of one at a time. We are doing the same. First, Italy, next Germany and finally Japan; but it will be a long job.



UNITED STATES SUBMARINE BATTLE FLAG TELLS OF VICTORIES OVER JAPANESE.—Lieutenant Arnold G. Plemons and Seaman First Class G.E. Hoppe of the United States Navy display the battle flag of their submarine after returning from a successful patrol in Japanese waters. The two miniature Japanese flags indicate two Japanese ships definitely sunk while the torpedo device in the upper left hand corner signifies torpedo hits on two additional enemy ships.

AFTER DUNKIRK—WHAT BRITAIN HAS DONE

Britain was the first country to go to War with Hitler without being attacked herself. Having gone to War, what did she do? Of course she made mistakes. Of course there were muddles. To err is British. But to learn, to work, to hold on and never let go, and to win—That is British also.

THE ARMY AND AIR FORCE

AFTER Dunkirk, most of the world thought that the British Army was "finished."

"Are we?" said the British Army.

And it did not merely say it. It recovered, reformed, resurged. It acted.

Italian East Africa and Abyssinia; Madagascar; Libya and Tunisia; Pantelleria, Lampedusa and, now, Sicily.

These are the British Army's answers to doubters. And they were not easy, ready-made answers. Into their making went an endless amount of blood and sweat, toil and tears.

In the first three years of war the British Army did not fight a single major campaign in which it was not outnumbered by the enemy.

The British Army has not only fought the enemy on the battlefields of Europe, Africa and Asia, but has also performed the key task of containing the enemy in strength in Iceland, the British Isles, Gibraltar, Malta, Cyprus, Palestine, Iraq, Syria, Persia, Madagascar and India.

In the East African campaign British troops in a few months conquered Abyssinia. The first country to go under to Axis aggression was the first to be freed.

British troops swiftly overran Italian East Africa, despite the fact that at the start of the 1940 campaign the British forces in the Sudan sector were outnumbered by almost ten to one.

In the East African campaign in 17 days (March 1—17, 1941) the columns under the command of General Cunningham drove 744 miles from Mogadishu to Jijiga—an average of nearly 44 miles a day.

This is the fastest military pursuit in history, and is approached only by the record of the Eighth Army in 1942-43.

General Cunningham's troops in the East African campaign advanced in all 1,725 miles to Addis Ababa in 53 days.

Over 500,000 enemy troops were put out of action in the African campaigns.

Over 100 Italian Generals are now British prisoners.

The British Eighth Army under Generals Alexander and Montgomery routed the Axis forces in the victorious Battle of Egypt (October-November 1942).

In 19 days (November 4—23, 1942), the British Eighth Army advanced 830 miles from El Alamein to Jedabya. That is an average of over 43 miles a day. In 80 days (42 excluding pauses at Agheila and Buerat) the Eighth Army advanced 1,400 miles.

These successes in Africa were achieved 12,000 miles by sea from the main base in the British Isles.

More than 70 per cent of all the casualties suffered by the armies of the British Empire in all the campaigns of 1940 and 1941 were suffered by United Kingdom troops.

Fifty-eight per cent of the 13,600 total casualties of the Eighth Army up to November 10, 1942, were United Kingdom troops.

The British First Army, with its paratroops, headed the Allied drive into Tunisia in November 1942.

LUFTWAFFE BEATEN, HANDS DOWN

The Royal Air Force has fought on pretty nearly every front in this war.

In the last two years the Royal Air Force, in all theatres of war has sunk or seriously damaged more than 1,250,000 tons of enemy shipping.

The Royal Air Force decisively defeated the Luftwaffe in the Battle of Britain.

On August 15, 1940, British pilots shot down at least 181 enemy aircraft for certain, and on September 15, they shot down 185.

The number of German machines actually destroyed was almost certainly substantially larger than the official figures.

After beating the Luftwaffe in the Battle of Britain, Fighter Command moved into the offensive when the Germans turned against the Russians. British fighters swept over the Low Countries and France and defeated the Germans over their own airfields.

More than half Germany's available fighters have been compelled by this means to keep in the West instead of on the Russian front.

To-day Bomber Command is reversing the incidence of the air war. The Germans are beginning to learn what concentrated air attack can mean to great industrial cities.

The Royal Air Force's heaviest bomb today, which weighs four tons, is approximately 16 times greater than the heaviest bomb used during January-March, 1940, and is approximately double the maximum bomb-load in 1939.

In a three-hour raid on Lubeck on March 28-29, 1942, Royal Air Force bombers dropped one-and-a-half times the weight of bombs dropped on Coventry in November during an all-night raid by the Germans, i.e., 340 tons against 225.

Four hundred tons were dropped during the first two raids on Rostock on April 23 and 24.

Over 1,000 bombers attacked Cologne on the night of May 30-31, the Ruhr and Essen on June 1-2, and Bremen on June 25-26, 1942.

On March 27, 1943, 900 tons of bombs were dropped on Berlin, twice the weight of bombs dropped by the Germans in their heaviest raid on London.

Seventeen air attacks were delivered against North Italian cities by long-range British bombers between October 22-23 and December 11-12, 1942.

ATTACK ON TURIN

In the attack on Turin on November 20-21, 1942, a single bomber group dropped 54 4,000-lb bombs and 111,000 lb. of fire-bombs in under one hour; that is: one 4,000-lb. bomb every minute and one 30-lb. fire bomb every second.

Royal Air Force fighter squadrons and anti-aircraft gunners based on Malta had up to the end of 1942 destroyed 1,151 enemy aircraft over the island and surrounding waters.

Of this total 773 enemy aircraft were destroyed by fighters for a loss of 195 Royal Air Force aircraft from which 89 pilots were saved; 182 enemy aircraft were destroyed by the anti-aircraft gunners.

Well over 10,000 German and Italian aircraft were brought down by the Royal Air Force and by Dominion and Allied squadrons operating with it, or by British anti-aircraft fire, between September 1939, and the end of December 1942.

TOLL OF ENEMY PLANES

Nine hundred and eighty-one more were brought down by naval and merchant vessesl or by the Fleet Air Arm. A very large number of enemy aircraft were also destroyed on the ground—2,000 in the Middle East alone.

Over 11,000 is thus the grand total of enemy machines destroyed, excluding aircraft destroyed on the ground and those brought down in Russia and in the Far East.

BRITISH PERSONNEL

Eighty-nine per cent of the aircraft, 72 per cent of the air crews and 98 per cent of the ground personnel in Britain, taking the figures as they stood in February 1942, were products and citizens of the United Kingdom.

Seventy-five per cent of the aircraft, 85 per cent of the air crews and 99 per cent of the ground crews overseas were from the United Kingdom at the same date.

DISCUSSION GROUPS FOR INDIAN TROOPS

Ensconced in comfortable chairs at the Indian Soldiers' Club in Tehran can be seen every Thursday evening, an animated gathering of Indian troops debating on successful Allied strategy in the Sicilian campaign, or waxing eloquent on what in their opinion, should be done to drive the Japs out of Burma.

They are members of the recently formed Discussion Groups for Indian troops daily growing in popularity with the "jawans." An Indian officer first gives a summary of the week's headline news and then comments upon it, raising some subject of particular interest to Indian troops. The men are then invited to express their own points of view on the matter concerned.

Discussions held so far have been very well attended and much interesting comment has been forthcoming from the soldiers.

AMATEUR ARCHÆOLOGISTS IN KHAKI

Former out-of-work historical guides in India who were to be seen idly leaning against the tomb of a great Moghul Emperor or the mausoleum of his beloved queen, generally having a slack time of it, are experiencing a business boom with the advent of the war which has brought in its train hosts of amateur archæologists in khaki who daily swarm through great and historical monuments like the Taj Mahal at Agra, the Imambaras in Lucknow, and the Qutab Minar at Delhi.

All this means big business for the guides whose number has greatly increased. Having learnt by rote a number of sentences, every erstwhile jobless man has become an expert, and the one who can speak a few words of English has no doubt a greater market value.

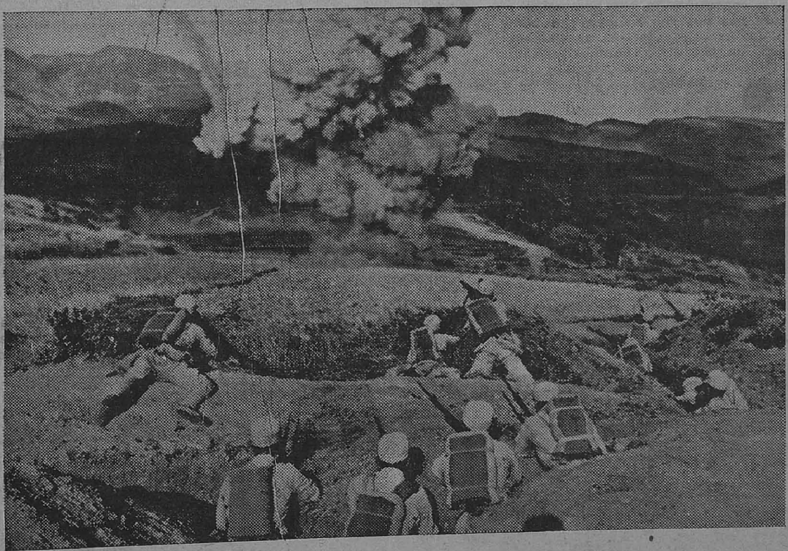
The British or American soldier is awed by the sight of huge domes and beautifully carved arches, but the craftiness of the guide in leading him in and out of intricate passages, with characteristic pauses and exclamations, impresses, impresses him all the more. Whether he gets the correct information or not, he leaves immediately convinced of the ability of the guide, whom he apologetically offers a couple of rupees as a paltry recompense. The Guide is a master in his art and never shows that his value has been over assessed. He accepts the proferred gift as if merely to please the foreigner.

The traders with booths round the monuments join hands with guides and do a roaring trade in lemonades and models of the great monuments.

"They are good people, these men in khaki. We wish they stay here for ever," a guide was heard to remark.

CHINESE HURL BACK JAPANESE ATTACK

As artillery shells burst in front of them, Chinese infantrymen, some of them camouflaged, fight off a Japanese attack from a trench on the Salween River front. The ac ion took place during a battle in Yunnan Province in which the Chinese drove back a Japanese offensive.



CHINESE HOLD SALWEEN LINE.—Chinese troops crouch in a zigzag trench along the Salween River front in Sou hern Yunnan Province as an artillery shell bursts in front of them. This picture was taken during the fighting in which the Chinese hurled back a Japanese offensive.

STERNEST PAGES OF A PEOPLE'S HISTORY

By SIR HUMPHRY PRIDEAUX BRUNE, *till recently Consul-General at Kunming*

THE death of Mr. Lin Sen, President of the National Government of the Republic of China, deprives our Ally of a servant of the State who fulfilled a role of special significance and value, during a most critical phase of the national existence, and whose memory will assuredly have a lasting place in the annals of Chinese history.

The late President was a native of Fukien, one of the fairest of China's provinces, and one which has been particularly exposed to the ravages of aggression. He was born in 1864 and was thus close on seventy years of age when he assumed office as head of the National Government in 1932, and the last ten years of his life were spent in the service of his country, in that capacity.

It was a fortunate circumstance for China that, soon after the inception of the expansive period which began with the establishment of the National Government in Nanking in 1927, the country was able to produce a man with qualities which especially fitted him for that position and who now may be regarded in retrospect as an ideal head of a democratic state. It was a prerequisite that he should be a tried and constant follower of the great movement of national revival and aspiration which is associated with the name of Dr. Sun Yat Sen, but the number of his contemporaries who could claim a similar qualification was legion. The distinction with which Mr. Lin fulfilled his role derived, first and foremost, from a certain combination of dignity and simplicity, a combination not easily found in those who are called to exalted

positions in any country and at any time, and which exactly suited the needs of China, with regard both to her domestic requirements and to her place in the area of world politics.

TEN FATEFUL YEARS

What particularly evoked the admiration of foreign observers, during the past ten fateful years in China, was, no doubt, the success with which the President sustained the prestige of his great office through all vicissitudes, in fair weather and foul. It was, indeed, an example of which any nation might be proud, one of those consoling and encouraging things which relieve the sternest pages of a people's history. But the qualities which told pre-eminently, in the domestic field, were of another order. For all the dignity of his bearing the President was equally notable for his complete disregard of parade and ostentation and the simplicity of his tastes. It was of inestimable value to China, during this period, that every citizen of the Republic, from the humblest to the highest, knew that President Lin was a man who embodied all that was best in the national tradition, a man of unimpeachable integrity and unsullied patriotism, abstemious, kindly, and just. Even the most toil-worn son of the soil or office drudge knew this, and was a happier and prouder man for the knowledge.

SIMPLICITY AND SOBRIETY

The ideal of simplicity and sobriety lies deep in the traditions of Chinese culture. This, perhaps, is the principal reason why Buddhism took root and flourished in China, a country in some respects so remote from the land of its origin. On another plane, there is a clear reflection of the same thing in some of the most notable expressions of Chinese art, which explains how a modern English student can trace affinities between the poetry of Wordsworth and the inspiration of old masters who painted the lakesides and mills of China, seven centuries ago. A cognate strain in the national genius is the cool light of reasonableness and humanity which plays through the country's political thought, almost from the earliest time. One of the old-established British newspapers in China once observed that it is always possible to quote Confucius effectively in the cause of common-sense.

At a time when the world is plunged in tragedy by the forces of arrogance, hatred, and deceit, in their most savage and barbarous forms, it was a great thing that the Chinese Republic should have at its head a statesman who was the embodiment of the democratic ideal and at the same time so truly representative of his country and of its constant loyalty to the great counter-fascination of purity and truth.

AIRCRAFT *Vs.* U-BOAT

TO be invited to give an opinion whether the surface vessel or aircraft has played the greater part in bringing about the present (and, we hope, continuing) decline in U-boat activity is like being asked whether the hammer is more important to a carpenter than the chisel. The answer in both cases is that the two are complementary, not competitive, writes the *Sunday Times* naval correspondent.

A surface vessel can show mastery over windy weather and, therefore, provides a continuity in the protection of shipping that the aircraft has not yet achieved; it alone so far holds the key to underwater detection and attack. The aircraft's high speed, on the other hand, enables it to carry out extended searches with a rapidity and economy that a ship cannot approach.

In recent months this advantage has been turned to good account in the Coastal Command's campaign against enemy submarines leaving or returning to their French bases by way of the Bay of Biscay. It takes U-boats several days to clear the Bay and get out into the greater freedom of the open Atlantic. During that period they must either present surface targets to our aircraft or have their progress gravely impeded by being forced under the water. It is giving away no secret to say that this campaign is proving extremely successful, a gratifying number of U-boats having fallen victims to the depth charges of our big Sunderland flying boats.

In such circumstances action naturally provokes reaction, and the contest has already become one of equipment and counter-equipment, manœuvre and counter-manœuvre. Besides strengthening their anti-aircraft armaments, U-boats are proceeding in groups of two or three to achieve a larger combined volume of fire, while flights of Ju-88s are coming out on protective patrols. Our flying boats' job is, therefore, becoming harder and more exacting. The record is not, of course, one of continuous fighting. To make occasional contacts with the enemy involves much weary patrolling and patient scanning of the empty expanse of sea, not reported to and, therefore, not appreciated by the general public. But constant and painful "flogging of the ocean" has always been the price for supremacy in sea warfare.

CHIN LEVY BRAVES BOMBS AND ESCAPES

WITH Royal Air Force bombers droning overhead, and at great risk from falling bombs, two Chin Levies bravely made a dash from Japanese captivity recently, writes an Indian Army Observer.

Taken prisoner by the enemy, the two Levies were being interrogated by a Japanese Officer sitting at bamboo table outside a Burmese house in a village. Suddenly a whistle blew and the Japanese flung themselves into slit trenches—our bombers were overhead.

Seizing their opportunity, the two Levies made a dash for Liberty. The Japanese fired at them from the safety of their trenches and killed one, but the other escaped.

After travelling through the jungle for days, living on berries and roots, the Chin arrived back in our lines.

THE SETTING SUN: JAP NAVAL LOSSES

(*From start of War to 13th August 1943*)

Note.—Japanese naval losses are compiled weekly from United States Naval communiqués, as well as from reports issued by General MacArthur's headquarters. Because of possible minor duplications, which cannot be determined at the time reports are issued, the two totals cannot be accurately combined.

SUMMARY FROM NAVAL COMMUNIQUES.

Combatant ships.	*Sunk.*	*Probably sunk.*	*Damaged.*
Battleships	2	..	9
Aircraft carriers	6	1	7
Cruisers	26	4	47
Destroyers	76	21	62
Submarines	6	1	6
Tenders	1	1	4
Unspecified types ..	25	3	17
Total ..	142	31	152
Non-combatant ships ..	250	27	113

SUMMARY FROM MACARTHUR COMMUNIQUES.

Combatant ships.	*Sunk.*	*Probably sunk.*	*Damaged.*
Battleships	..	..	1
Aircraft carriers	1	..	2
Cruisers	11	..	21
Destroyers	21	3	25
Submarines	10	..	2
Tenders	2	..	..
Gunboats	4	..	..
Torpedo boats	1	1	1
Unspecified types ..	1	1	1
Total ..	51	5	53
Non-combatant ships ..	224	30	202
Unidentified	14	..	15

In addition to these ships reported as sunk, probably sunk and damaged by General MacArthur's forces, there are 280 miscellaneous small craft such as barges, fishing boats, etc., which have been "sunk or damaged."

FASCIST HALLUCINATIONS

By J. B. PRIESTLEY

WHAT queer days we spend—in these strange times! a queer day recently. I had received a message to say that one of my daughters, who is a dispatch rider in the WRENS, had met with an accident and was now in a large naval hospital at one of our naval bases. I imagine that all of you know now that the WRENS are the women's auxiliary force attached to the Navy.

My daughter has quite an exciting life as a dispatch rider, for she has to go charging up and down the steep roads of a much-bombed port, along the quays, sometimes in the middle of the night, when the black-out is like a bag of soot and the roads are slippery and treacherous with rain or frost. She had had a great many opportunities of injuring herself—honourably and gloriously—while on duty, but, unlike many of her colleagues, she had managed to escape all such injuries. So far she had gone careering round on her motor cycle at all hours of the day and night without getting much more than an occasional scratch or bruise. And now she had gone and broken her arm, not on duty at all, but coming home from a dance with a lorry load of other WRENS. There was a collision in the black-out. Their lorry turned over, and my daughter was at the bottom of the pile—result—one broken arm. So I thought I had better go along and take a look at her.

It is queer the way children suddenly grow up, as all parents will agree. One year our daughters are still school children, curling up in corners reading "Black Beauty"—the story of a horse—or "The Wizard of Oz," and the next year, it seems, they are talking about cocktail parties, have mysterious long conversations on the telephone, and are called for by strange young men.

Yes, that's queer enough. It's still queerer, in my opinion, when one of them puts herself into naval uniform and spends her time delivering dispatches to the youthful commanders of motor torpedo boats. And it's much queerer still when she lands herself into a naval hospital, like the one I visited recently. It was a very big place, with immense perspectives of corridors, along which surgeon-commander, nurses and stewards went hurrying. It was built securely enough on land—it even had four underground operating theatres and could function as an emergency casualty station during a really bad *blitz*—but like all naval establishments, it had a nautical, sea-going air, as if at any moment the whole enormous building might quietly slide down the hill into the water and set sail for Gibralter and Malta.

I found my daughter—her arm strapped up and bandaged, of course, but otherwise she was looking cheerful and reasonably well—in a long ward filled with girls—some in bed, and the others sitting round the big stove, knitting and talking. My daughter, a terse young woman with strong views, announced that the place was "very hygienic and very dull," which sounded a pretty accurate description to me. And after all, hospitals should be very hygienic and very dull. There was a time when hospitals were very dirty and very lively, but unfortunately in those hospitals the patients died like flies, in fact, probably more of the patients died than the flies.

MODERN WAR INFLICTS A PSYCHOLOGICAL STRAIN

After much talk with my daughter about her health and the accident and what plans we could make, and giving her the family gossip—we are a fairly large family so that there is always plenty of news to exchange—I had to leave her for the time being, and so I accepted an invitation to lunch in the officers' mess.

Here I was fortunate because I found myself at a table with a little group of psychiatrists. They were all wearing naval uniform, and were in fact naval officers for the duration of the war, but before the war they had had important practices in London. I say I was fortunate to find myself among these experts simply because though I do not pretend to know much about psychiatry and psychological medicine, I am extremely interested in psychology and like to discuss it with expert practitioners. After all a novelist and dramatist does share some of the territory with these psychiatrists, the only difference being that he starts from one end and they start from the other, but they are both primarily concerned with human nature and all its whims and fantasies.

And nothing could better indicate the profound changes that have occurred in the medical services of our fighting forces than the presence here of these psychological experts. An admiral of the old school would have turned bright purple and nearly exploded at the notion of employing such fellows in the Navy. But now we know better! Modern war involves a terrific psychological strain—for after a long period of tense waiting it has a habit of letting all hell loose on a man. Actually the old regular Naval men do not require much attention from the psychiatrists because not only have they been most carefully picked but also because they have been conditioned by long years in a service that has the most tremendous prestige and tradition.

IT IS SOMETHING TO BELONG TO THE BRITISH NAVY

You couldn't blame any man if a note of pride crept into his voice when he mentioned that he belonged to the British Navy. The British Navy is something to belong to. True, our friend Mussolini told the world a few years ago that the British Navy was now merely so much old scrap iron, but this was not a view shared by his admirals nor indeed by any of his military leaders. And the Germans, at their silliest, have never shared it, although Hitler himself has sometimes talked as if navies didn't matter. What a pity that one or two of the psychiatrists with whom I lunched at the naval hospital could not have been turned on to Hitler and Mussolini, and could not have published, years ago for all the world to read, some careful reports on these interesting cases! What a great deal of trouble it might have saved!

We had some good talk over the lunch table on psychological problems and on those strange borderline happenings that suggest that this life is a far more complicated and mysterious affair than the old-fashioned scientist ever cared to realize. Something was said during this talk about collective hallucinations. It seems that it is not difficult and by no means uncommon for small groups of men, existing under a long-continued and terrible strain—adrift in open boats, for example—men suffering from lack of proper food and water, from intense cold or heat, and so approaching delirium, to become the victims of collective hallucination. They all see, almost together, what in fact is not there, or hear sounds that don't exist, or believe strange things that they would instantly reject at ordinary times.

"Millions of Germans apparently believe that they are members of a master race. . . . a collective hallucination."

Something of this sort would seem to happen at times of sudden stress to people who are not half-crazed from lack of water, who are not being frozen or fried or drifting and tossing for days in open boats. For example, at the beginning of the last war, hundreds of ordinary folk believed in the Angel of Mons, or swore they had seen trains crammed with Russian soldiers. Even in this war we have heard strange tales of villagers who have announced as one man or woman, that they have seen great fiery crosses in the night sky.

But probably collective hallucination can go much further than this. It looks as if it can take hold almost of a whole nation, compelling them to believe and assert any nonsense that pleases them. Millions of Germans apparently believe that they are members of a master race destined by some mysterious deity to rule the whole world, and that one Adolf Hitler, whose qualifications for the task would seem to any outsider to be almost nil, has been instructed from on high to carry out this great work of enslaving the world for the Germans. And all the people who denounce and oppose this monstrous notion are abused as members of a sinister pluotocratic democratic-bolshevist-capitalist-Jewish conspiracy. It seems the kindest thing under the circumstances to decide that the millions who still believe in this rubbish are suffering from a collective hallucination. They have preferred altogether not to live in this real world but in an imaginary world.

JAPANESE CONCEIT

And the Japanese are as bad. Their national conceit has been raised to the crazy level of a collective hallucination. Their children are taught that the Japanese invented everything, when in truth they have invented practically nothing. Learned professors in Japanese universities re-write the story of evolution, to prove that whereas members of all other nations consist of human beings who are the result of a long evolution on Darwinian lines, the Japanese are quite different, have nothing to do with evolution, being descended from the gods. Sooner or later, this altogether superior and celestial nation must dominate all the other and far inferior peoples, just as gods must inevitably dominate mere collections of monkeys. This is what the psychologists call "over-compensating an inferiority."

The Japanese borrowed most of their old culture from that vast storehouse of ancient culture, China, and they have borrowed nearly all their modern methods of production and organization from Western Europe and America; and they are a people of small stature, not too well-favoured, of no obvious great attainments; and so they have gone on compensating themselves for these and other disadvantages until they have reached a level of crazy conceit that can be said to involve them in a colossal collective hallucination.

It is this fact that makes the Germans and Japanese such tough and ruthless opponents, for they fight madly in a kind of intoxicating dream and are not sobered down by reality. Not yet, that is, though there are a good many signs now that grim reality is breaking through, that truth can creep in through the gaps we have blasted in their national armour.

The descendents of the gods are broken like corn under a hail-storm on the beaches at Guadalcanal; and the members of the Nordic master race perish and surrender by the hundred thousands in the snows of Russia; and the leaders of these demi-gods and master folk stare uneasily at their maps and hear more and more sinister and disquieting reports of the growing offensive of the United Nations. So there'll soon come a time when these collective hallucinations will veil reality no longer, when truth comes smashing through like an iron fist through a window, and that will be a terrible moment for these deluded millions.

THE STRANGE BIRD IN LONDON

But I'll conclude by telling you a charming story that might make you think that some of us here are suffering from a collective hallucination.

During the last two years, a small rare bird, jet black with a touch of white on its wing and sometimes a flash of red on its tail, a bird whose male has a sweet if rather monotonous song, has been making its appearance here, and especially among buildings that have been badly bombed. People who know something about birds would hear one of them singing among the ruins of a badly bombed site. They were heard in the City of London, down among the bankers and merchants, not far from the Guildhall itself. One was heard singing outside the grim Old Bailey, where the murderers are tried. Others were seen and heard on Finsbury Pavement, near Farringdon Street Station, and not far from Cheapside and the Mansion House. And in order to make it perfectly plain that it really had arrived, one of these birds actually turned up just outside the Natural History Museum, and an ornithologist working there heard the bird singing. But mostly they have been seen and heard among the badly bombed buildings, just where the bombing was heaviest and most damaging.

Now isn't that like a fairy tale? Wouldn't it be easy to invent and embroider a legend about a strange bird that came to sing for us in those very corners of our cities where we had suffered the most? The truth is, that this particular bird—the blackredstart, it is called—has been gradually further east from Central Europe, and is attracted to our bombed sites because they are now quiet and probably remind it of the rocky slopes of the lower Alps where it was in the habit of nesting. So we're not suffering from collective hallucination. But it would have been a charming legend—that of the strange bird that came specially to sing in the ruins—(*A recent B.B.C. talk.*)

AWARDS FOR HEROISM

ORGANISING the handful of drivers under his command, Havildar-Major WARIS KHAN, Indian Artillery, led a counter-attack against the Japanese at Kanzauk, Burma, on March 7. For this exploit he was awarded the I.D.S.M. as recently announced.

The enemy attacked a mountain battery, and, according to the citation, the Havildar-Major with an entire disregard for his personal safety stoutly led his men in a counter-attack, inflicting casualties on the enemy. "His was an example of outstanding courage and leadership," states the citation.

Havildar-Major Waris Khan is a Punjab Mussalman of Adwan village in Khushal tehsil, Shahpur.

SAPPER'S HEROIC ACT TO SAVE FRIENDS

The story of a Sapper Naik's heroic effort to reach his wounded friends trapped in a minefield in the Western Desert is told in the citation accompanying the award of the I.D.S.M., recently announced, to Naik TAJ MOHAMMAD, *Indian Engineers.*

NAIK TAJ MOHAMMAD, whose home is at Begumpur, Mehrauli, Delhi, saw his combrades fall when anti-personnel mines blew up. He immediately set to work to clear a path among unexploded mines to enable his friends to be reached. When he had moved over 30 mines and was almost at the end of his dangerous task, he was caught by a completely concealed booby-trap and was severely wounded.

"This Naik had previously shown great coolness and courage in clearing booby-traps and anti-personnel mines by day and night", the citation states, "and his efforts in this case showed the greatest devotion to duty. This gallant action, carried out in cold blood, enabled medical attention to be given to the wounded men soon after their accident".

I.D.S.M. FOR THREE DOGRA N.C.Os.

The bravery of three N.C.Os. of the 17th Dogra Regiment in offensive action on the Donbaik front lies behind the award of the I.D.S.M. as recently announced.

When his company was being repeatedly counter-attacked north of Donbaik on February 3, Lance Havildar KANSHI RAM, in the face of heavy fire, stood on the forward trenches and threw grenades on to the enemy. He was severely wounded in the legs but continued to encourage his platoon.

Lance Havildar Kanshi Ram is a Hindu of the Dogra Rajput caste and comes from Surah village in the Kangra district.

Naik LADH SINGH, a Dogra Rajput Hindu of Rayah village, Jammu State, led his platoon with extreme gallantry and captured an enemy position in a night raid north of Donbaik on the night of February 5/6. In spite of an enemy counter-attack with hard grenades he remained in the captured position until left with only three unwounded men. He then withdrew.

Lance Naik DHARM SINGH, a Dogra Rajput Hindu, from the village of Bharar Pat in Mandi State, took over command of a forward section when the section commander was wounded in the fighting north of Donbaik during the night of February 5/6. He showed great initiative and bravery in resisting enemy attempts to enter his position. By dawn three of his section had been killed and the other two wounded.

"His was a great example of devotion to duty" states the citation.

WAR DIARY

BRITAIN AND GERMANY

12TH AUGUST.—The Royal Air Force attacked objectives in the Ruhr and Rhineland. Mines were also laid in enemy waters. Flying Fortresses attacked the synthetic oil plant at Gelsenkirchen and Wesselring and industrial targets at Bonn. More than 20 enemy fighters were destroyed.

German aircraft made a sharp attack on a town on the south-west coast of England. A south coast town was also raided.

13TH AUGUST.—The British Government received a report that 2,000 British war prisoners in Italy had been transferred to the German prisoners-of-war camp, Stalaag Four.

M. Feodor Gusen was appointed Soviet Ambassador to Britain. (He succeeded M. Ivan Maisky.)

The Royal Air Force attacked targets in Berlin and enemy airfields and railways in France and the Low countries and the shipping off the French coast.

15TH AUGUST.—The Royal Air Force attacked objectives in Berlin. Airfields and railways in France and Belgium were attacked. One E-boat was sunk near the Channel islands.

Mr. John Curtin, Australian Prime Minister, advocated the establishment of a supreme body which should govern the entire British Empire after the war.

16TH AUGUST.—Allied bombers raided Paris region. United States Flying Fortresses attacked Le Bourget airfield near Paris. American bombers attacked German airfields in France. Aircraft of the Bomber Command attacked industrial objectives at Milan. Mosquitoes bombed targets in Berlin.

Six Axis aircraft were destroyed over a south coast town.

17TH AUGUST.—The Royal Air Force attacked railway targets and airfields in France and the Low countries.

Flying Fortresses bombed Friedrichshafen.

18TH AUGUST.—The Royal Air Force bombed Peenemunde, 60 miles north-west of Settin, an important Baltic port and objectives in Berlin.

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UNITED STATES OF AMERICA AND ATLANTIC

12TH AUGUST.—Marshal Stalin cabled Canada informing Allied leaders of his regret at being unable to attend the Quebec Conference.

Mr. Churchill arrived in United States.

The Chairman of the House Foreign Relations Committee urged the repeal of the Chinese Exclusion Acts.

13TH AUGUST.—The *Washington Post* mentioned an unconfirmed Quebec report that after the Quebec meeting, Mr. Churchill may visit Moscow.

Mr. Cordell Hull, Secretary of State, told his Press Conference that the Axis countries had made no peace feelers to the United Nations in any tangible sense.

14TH AUGUST.—President Roosevelt, in a message, said: " To-day on the second anniversary of the signing of the Atlantic Charter, I would cite particularly two of its purposes and principles. . . The first is, respect for the right of all peoples to choose the form of Government under which they will live . . . The second is, worldwide collaboration with the object of security for all."

United States military chiefs of staffs arrived in Quebec to confer with the British and Canadian chiefs of staff. It was announced that Mr. Anthony Eden, British Foreign Secretary, would join the Conference.

President Roosevelt stated that 90 U-boats had been sunk during the months of May, June and July and the United Nations' shipping increased by over 3 million tons. [President Roosevelt and Mr. Churchill issued a joint statement on the subject.]

15TH AUGUST.—A Gallup Poll of Democrat voters throughout the United States showed that 83 per cent were in favour of a fourth term as President for Mr. Roosevelt.

The Tass News Agency denied that Soviet representatives would attend the Conference since the Soviet Government had received no invitation to the Quebec Conference.

The (London) *Observer's* diplomatic correspondent stated that M. Stalin had sent a letter to President Roosevelt on the eve of the Conference couched in extremely cordial terms.

Mr. Churchill returned to Quebec after his Conference with President Roosevelt.

According to a Washington report, only an offensive from Britain against Hitler's " West Wall " would satisfy strategic requirements.

16TH AUGUST.—The *Daily Herald's* Quebec correspondent reported that Mr. Anthony Eden, British Foreign Minister, and Mr. Sumner Welles, United States Assistant Secretary of State, would proceed to Moscow after the Quebec Conference. The staff talks continued.

Mr. James Byrnes, Director of the United States Office of War Mobilization, said: " We have every reason for confidence in the ultimate and overwhelming victory over both Germany and Japan. But I am authorized by the President to say that in his judgment, major battles in ahead of us and not behind us."

17TH AUGUST.—Colonel Knox, United States Navy Secretary, said that German combat losses and Allied bombings of production centres were undoubtedly compelling the Germans to dig into U-boat reserves.

Plans for the invasion of the Italian mainland were taken up at the Quebec Conference.

18TH AUGUST.—Mr. Anthony Eden, British Foreign Secretary, arrived in Quebec.

President Roosevelt arrived in Quebec for the Conference.

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INDIA, BURMA AND CEYLON

13TH AUGUST.—Bombers of the United States Air Force attacked enemy targets in Central Burma.

14TH AUGUST.—It was reported that Turkey was now buying from India textile goods, which she formerly bought from Britain. Five hundred tons of cotton yarn had already been shipped from India, there were 1,750 tons of piece-goods still to be bought and 6,000 tons of jute purchases were awaiting shipment.

It was reported that Mr. William Phillips would return to India soon.

15TH AUGUST.—The Royal Air Force attacked objectives on Akyab Island. Buildings at Buthidaung were bombed and enemy sampans on the Irrawaddy between Magwe and Prome were attacked.

Mr. Chang Tao Fan explained at a press conference at Chunking that Japanese recognition of the independence of Burma was an act of hypocrisy designed to gain the favour of subjugated people.

16TH AUGUST.—Heavy bombers of the 10th United States Air Force attacked enemy installations on Chatham Island in the Andaman group. Direct hits were obtained on warehouses and other buildings causing great destruction and starting large fires.

A party of Japanese was ambushed in Sumprabum area. The Royal Air Force attacked the Japanese supply base at Kudaung.

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ITALY, AFRICA AND THE MEDITERRANEAN

12TH AUGUST.—The *Tribune de Geneve* reported the arrival of German troops at Nice and Cannes.

The German evacuation of Sicily was in full swing. In the face of stiff enemy resistance a second amphibious landing was effected by the United States forces east of Cape Orlando. Bombers of the North-West African Air Force attacked railway communications at Terni.

The Moscow paper *War and the Working Class* said: It would be a mistake to think that Mussolini's downfall spells the end of Italian Fascism.

13TH AUGUST.—Bombers of the North-West African Air Force attacked marshalling yards in Rome, Littoria and San Lorenzo. The raid was under the command of Major-General J. H. Doolittle, hero of the Tokyo raid. The British Air Force bombed Milan and Turin.

Reuter's special correspondent at Madrid said: " The prevailing impression in Italy at the present moment is that she will continue to fight on as long as her enemies insist on unconditional surrender."

The Zurich correspondent of the *Dagens Nyheter* said: " It is confirmed that German troops are still arriving in Italy and not only remain in the north, but are also transported southwards."

The capture of Randazzo was officially announced. The Eighth Army reached Archirafi on the coast. The Allied forces were 35 miles from Messina. The total number of prisoners so far taken by the Allies was 130,000. The Royal Air Force attacked railway sidings at Sans Gervano.

14TH AUGUST.—The Italian Government declared Rome an open City. [The United States State Department intimated that no official communique had been received that Rome had been declared an open city. . . The British Government's attitude was unaffected by the Italian declaration.]

There was indescribable confusion in Milan. The evacuations had developed into a mass fight.

The whole of Mount Etna fell into Allied hands. The Eighth Army up to August 10, took 30,000 prisoners, including 2,600 Germans. Allied air forces harassed shipping trying to cross the Messina Straits. British and American forces captured five more towns in Sicily.

New anti-war demonstrations broke out in Milan following the latest heavy British air attack.

Signor Alfieri, the Italian Ambassador to Berlin, who was in Italy at the time the Fascist Regime fell, was arrested.

The *New York Post* quoted a report that Sgr. Mussolini was drowned in an Italian submarine which sailed from Leghorn. (The report was not confirmed.)

The seaplane base at Corfu was attacked by Allied fighters.

15TH AUGUST.—Air craft of the Bomber Command attacked the Breda Armaments Works and other war factories and communications in the industrial area of Milan.

It was revealed that the declaration of Rome as an open city was due to the efforts of the Pope.

The Germans withdrew rapidly towards Messina. The Eighth Army captured Fiume Freddo and Piedmonte and the Americans Patti and Oliveri. The Sicilian campaign entered its final phase.

16TH AUGUST.—Heavy British and American guns bombarded Messina. Milazzo was occupied by the Allies. The Eighth Army captured Taormina, Kaggi and Castiglione. Bombers and fighter bombers by day and night carried on ceaseless attacks against the success of an Axis Dunkirk in the Straits of Messina.

Italian troops evacuated Verona and the Germans fortified the line of the river Po.

All telegraphic and telephonic communications between Italy and Switzerland were cut off.

17TH AUGUST.—*The German News Agency announced the evacuation of Sicily. "The last of the German and Italian troops were removed to the main land from Sicily."*

American troops entered Messina. A large Allied invasion fleet was sighted off Catania.

Sir Arthur Coningham, Air Officer Commanding the Tactical Air Force, said: "We in the air have won our war. In fact, we won it a year ago."

The large numbers of troops stationed in Rome began leaving the City.

Aircraft of the Bomber Command attacked Turin.

18TH AUGUST.—Allied and Axis batteries opened up a heavy gun duel across the Straits of Messina.

General Eisenhower assured Mr. Churchill and President Roosevelt that the Allied armies were ready to undertake immediate invasion of Italy.

The Axis lost 306 ships in the evacuation attempt at Messina. It was reported that the Axis lost in the Sicilian campaign 167,000 killed, wounded and prisoners.

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RUSSIA AND FINLAND

12TH AUGUST.—The Red Army captured Chuguyev, 25 miles south-east of Kharkov.

13TH AUGUST.—The Red Army launched a new offensive in the area of Spas, Demensk, south of Vyasma.

Izvestia disclosed that in the first week after the capture of Orel and Byelgorod, over 1,000 places were taken over by the Red Army and hundreds of thousands of Russians liberated.

14TH AUGUST.—The Red Army broke into the outskirts of Kharkov and there was fighting in the streets. The Soviet infantry drove a wedge midway between Bryansk and Smolensk.

15TH AUGUST.—The Russians captured Karachev, key town on the road to Bryansk. Stubborn battles were being fought west of Spas Demensk. The Germans made a fierce last stand near Kharkov.

16TH AUGUST.—The Russians captured Zhizdra. The Battle for Bryansk was in full swing. The Red Army was one mile from Kharkov.

17TH AUGUST.—The *Washington Post* said the possibility that Soviet Russia may enter the war against Japan "may have been raised" in the Churchill-Roosevelt talks. "Russia may go to war against Japanese in the Pacific and grant the United States air bases at Kamchatka."

The Red Army was 15 miles from Bryansk. The Russians launched a new offensive in the Izyum area of the middle Donetz.

18TH AUGUST.—The Germans rushed up 100,000 shock troops and motorised divisions to Kharkov in a bid to recapture the vital Kharkov-Poltava railway.

NEUTRAL COUNTRIES

12TH AUGUST.—The Turkish Government decided to release the seven American airmen interned after their plane crashed into the sea off the Turkish Coast following a raid on Ploesti oilfields.

15TH AUGUST.—General Franco opened the new 1,100,000 sterling Spanish Naval College at Marin near Vigo on the Atlantic Coast of Spain.

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SHIPPING

15TH AUGUST.—The United States Navy Department announced the loss of six United States warships, including the submarine *Pickerel* and the destroyer *Maddox* in the Mediterranean and Atlantic areas between June 4 and August 5.

17TH AUGUST.—Six battle cruisers of secret design, it was reported, were being built in the United States to counter Japan's four pocket battleships.

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VICHY, FREE FRENCH AND OCCUPIED COUNTRIES

13TH AUGUST.—Oil production in the Ploesti oilfields in Rumania had been halved as a result of the American bombing raid.

14TH AUGUST.—Liberators successfully attacked in daylight the main production factories and assembly plant at Wiener Nenstadt, south of Vienna. Four hundred brand new German aircraft were battered. (Wiener Nenstadt is one of Austria's main arsenals and the centre of the important Steinfeld industrial area.)

16TH AUGUST.—By Hitler's orders, all Norwegian Officers were sent to prison camps in Germany.

A state of siege was proclaimed in Norway.

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THE FAR EAST

12TH AUGUST.—According to a Chunking report, Japan put out peace feelers on three occasions in the last two months, but China rejected them all.

13TH AUGUST.—President Roosevelt gave the people of the Philippines his word that their republic would be established "the moment the power of our Japanese enemies is destroyed."

The Japanese News Agency spoke of the possibility of a surprise landing by United States troops in the Kurile Islands which form part of the Japanese homeland.

American ground forces continued to advance on the Japanese Garrison at Bairoko harbour in New Georgia.

Madame Chiang Kai-shek, commenting on Admiral King's statement that China's geographical position and man-power are determining factors in the Pacific War, said: "It is a fearless, realistic conviction of China's contribution to our common fight against aggression. . . It will hearten our people and army because we know his statement is authoritative and has value."

14TH AUGUST.—It was reported that Japan in an unsuccessful peace offensive, offered to sacrifice Wang Ching-Wei if the Chunking Government agreed to return to Nanking.

15TH AUGUST.—The United States Navy Department announced that American submarines operating against Japanese supply lines in the Pacific sank seven more Japanese merchant vessels and damaged 5.

The Chinese launched attacks in the Chekiang and Kwangtung provinces.

Flying over 2,500 miles, Allied heavy bombers attacked the oilport at Balik Papan in Borneo. The whole area was left ablaze. Gazmata (New Britain), Salamua (New Guinea) and Tambu Bay were also raided by Allied planes.

16TH AUGUST.—Representatives of the British Foreign Office and the War Office said that the Japanese Government had supplied the names of only 65 per cent of Allied prisoners of war in Japanese hands. It was estimated that 100,000 British prisoners were in Japanese hands, in addition to 75,000 Indian troops, 20,000 Australians, 35,000 Americans, 100,000 Dutch and 2,000 Canadians. There was no news of the fate of Indian prisoners. Facilities were not given to the International Red Cross to visit camps of Indian prisoners of war.

The Allies captured the island of Vella Lavella in the Solomons. Three hundred and fifty Japanese were captured.

18TH AUGUST.—A record attack was made on Japanese air bases Wewak area in New Guinea. 120 enemy planes were destroyed and 50 damaged. General MacArthur said: "It was a crippling blow at an opportune moment."

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